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UNITED STATES DEPARTMENT OF AGRICULTURE  
WAR FOOD ADMINISTRATION

Arrangement for the movement of Farm Machinery and Agricultural  
Labor between the Mid-Western United States and the  
Prairie Provinces of Canada at Harvest Time

On April 10, 1942, the White House announced an arrangement with Canada which includes provisions for facilitating passage across the international boundary of seasonal agricultural labor and farm machinery. This Department, the Immigration Service, the Customs Service, the Department of State, and the Canadian Government are cooperating to implement those provisions with respect to grain harvesting machinery and labor.

In an informal exchange of letters, the two Governments have agreed to such an arrangement for the 1944 season and for each succeeding wartime season. July 7, 1944, has been named as the effective date for applying to the 1944 season the procedure outlined below.

Agencies Operating the Exchange

The officials through whom requests for assistance and notifications of availability of working units will be cleared between the two countries are:

For the United States:

The Chairman of the North Dakota State Agricultural Conservation Committee of the Agricultural Adjustment Agency, War Food Administration.

Address:

Mr. John W. Kasper, Chairman  
State Agricultural Conservation Committee  
P.O. Box 2017  
Fargo, North Dakota

For Canada:

Mr. J. R. McNair  
Director, Farm Help Service  
Department of Agriculture  
Legislative Building  
Winnipeg, MANITOBA

Mr. W. W. Dawson  
Deputy Minister of Reconstruction,  
Labor and Public Welfare  
Veteran Block  
Regina, SASKATCHAWAN

Mr. R. M. Putnam  
Director, Agricultural Extension Service  
Department of Agriculture  
Legislative Building  
Edmonton, ALBERTA

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Hereinafter, the Chairman of the State Agricultural Conservation Committee will be referred to as the Chairman of the State AAA Committee. The Chairman of the State AAA Committee in other interested States shall submit to the Chairman of the State AAA Committee for North Dakota such requests and notifications as may originate outside North Dakota. Requests and notifications originating in the Provinces named shall be transmitted to the State AAA Chairman for North Dakota by the Provincial Government officials named above. Each application for harvesting equipment must indicate the level of wages to be paid to the crew accompanying the equipment and must indicate whether housing, meals, etc. will be furnished. All commitments to hire working units under this arrangement shall be made with the provision that persons accompanying the unit will be paid at a rate not less than that prevailing for the type of work performed in the locality concerned.

#### The Working Unit

The working unit under this arrangement is the farm machinery and the vehicles necessary for harvesting and threshing grain and flax-seed, accompanied by the owner or lessee and not more than 7 helpers. No working unit shall cross the border in either direction except under the conditions herein provided. However, this provision does not prevent any individual bona fide farm worker of one country from entering the other at any of the ports specified, for harvest work, provided all the usual Selective Service and Immigration requirements are complied with.

#### Persons Eligible to Enter Canada

Under this arrangement, persons eligible for entry into Canada from the United States are:

- (1) United States citizens other than citizens of Japanese ancestry.
- (2) Aliens other than citizens of an enemy country.

If persons other than United States citizens enter Canada, they must be able to provide evidence that they will be permitted to reenter the United States. Canada requires no passports or visas for U. S. citizens, but it is preferable for native-born citizens to carry some evidence of U.S. birth, and it is required that naturalized U.S. citizens carry evidence of naturalization. Aliens domiciled in the United States who desire to enter Canada under this program will be issued resident alien's border crossing cards upon application to a U.S. Immigration and Naturalization Service Officer.

#### Persons Eligible to Enter the United States

Under this arrangement, persons eligible for entry into the United States from Canada are:

- (1) Citizens of Canada or British subjects domiciled in that country except those who are natives of an enemy country.
- (2) Non-enemy aliens domiciled in Canada.



Ports of Entry

Working units covered by this arrangement may enter the United States at any port of entry between Pine Creek, Minnesota and Del Bonita, Montana, including both ports named. Working units may enter Canada at any port of entry between Piny, Manitoba and Del Bonita, Alberta, including both ports named. See attached list of ports of entry.

Entry Procedure

Prior to entering the host country, each working unit shall be certified to the immigration authorities of the host country as participating in an arrangement to exchange harvesting facilities. In Canada the certifying officers shall be the local representatives of the Provincial Government officials named above. In the United States the Chairman of the State AAA Committees shall be the certifying officers.

Movement from the U.S. to Canada:

In the following paragraphs, the steps are described for the documenting of a party proceeding from the United States to Canada. A similar procedure will apply to persons entering the United States from Canada.

(1) The Chairman of the State AAA Committee for any interested State will fill out Form A (copy attached) in quadruplicate to cover any working unit which is then in the State and which is available for harvest work in the neighboring country. Each State AAA Chairman executing Form A shall assign consecutive numbers to the working units which are to be certified out of his State. The original and one copy of Form A shall be given to the owner or lessee of the machinery, the copy to be given to the Canadian immigration officer at the port of entry into Canada and the original to be retained for identification of that party and in dealing with local ration boards. The issuing State Chairman shall forward a copy of Form A to the State AAA Chairman of North Dakota, and shall file a copy in the issuing office.

The issuing State AAA Chairman will record on Form A the approximate point in Canada to which the working unit is proceeding, and the initial employer, if possible, so that initial gasoline requirements may be estimated. The members of each unit will receive documentation comparable to the U.S. Alien Laborers Identification Card, Form I-100, issued to members of Canadian working units entering the U.S. as described below. Members of certified units entering Canada from the U.S. may leave and reenter Canada when going to continue harvesting work with such units up to December 31, 1944.

When United States harvesting units return from Canada, Canadian Immigration Officers will take up the United States Form A from the owner or lessee and forward it to the United States officer who issued it.

(2) The Chairman of the State AAA Committee will prepare one copy of Form B for each certified worker. This form is required for

use by harvest workers when converting their Canadian earnings into U.S. dollars in Canada. A copy of Form B is attached.

Movement from Canada to the United States:

Members of Canadian harvest units entering the United States will be issued Form I-100 in lieu of any other document ordinarily required to enter the United States. Photographs for attachment thereto are to be supplied whenever possible. Exceptions will be made where it is not practicable to obtain photographs and in such instances a brief personal description will be substituted. Prints of the right thumb and right index finger will appear on the reverse side of Form I-100 and finger prints also will be recorded on Alien Registration Form AB-4.

No health certificates will ordinarily be required nor are physical examinations to be undertaken, unless it is indicated at the time of application for admission that the applicant may be within an excludable class by reason of disease or mental disability.

Canadian workers holding Form I-100 may leave and reenter the U.S. at will at any time during the period of July 7 to September 15, 1944 when coming to continue employment with harvesting units, the final time to return to Canada being midnight of the latter date.

When Canadian harvesting units return to Canada, United States Immigration Officers will take up the Canadian Form A from the owner or lessee and forward it to the Canadian officer who issued it.

Machinery and Motor Vehicles

Harvesting machinery imported into the United States under this arrangement and entitled to free entry under the Tariff Act of 1930, shall be entered free of duty. Motor vehicles (trucks and crews' automobiles) imported into the United States under this arrangement in connection with the harvesting of grain and flaxseed, and any transportation incidental thereto shall be admitted free of duty under Section 308(3), Tariff Act of 1930, as amended, for the period July 7, 1944 to September 15, 1944 inclusive. Comparable treatment will be accorded United States cars, trucks and harvesting machinery entering Canada under this arrangement up to December 31, 1944.

Rationing of Gasoline, Tires and Food

Each country will make available to visiting working units at or near ports of entry gasoline coupons in sufficient number to accomplish the purpose of the trip. Provision also will be made for the purchase of tires when necessary, and for issuing food ration books.

State AAA Chairman for Montana, North Dakota and Minnesota will designate local representatives at or near the ports of entry named in the attached list. Canadian units will contact these representatives in order to make rationing arrangements. The State AAA Chairman for North Dakota will supply to the Canadian Provincial officers specified above the names and addresses of the local representatives.

In Canada, food ration books will be obtained, when necessary, from the local ration board nearest the port of entry. Canadian immigration officers have been informed of the location of nearest points for securing food, gasoline and tire rations. After receiving their first allotments, United States outfits in Canada should send applications for additional gasoline direct to one of the following Regional managers of the Gasoline Rationing Division:

<u>Alberta</u>	<u>Saskatchewan</u>	<u>Manitoba</u>
Mr. W. J. Dick Williamson Block Edmonton	Mr. M. L. Fitzgerald 1706 Hamilton Street Regina	Mr. S. V. Eastland Canada Permanent Bldg. Winnipeg

It is assumed that harvest machinery will not enter either country without complete sets of tires for trucks, automobiles, tractors and combines. In the event replacement tires are needed, however, while in the host country, it is agreed that the placement agencies of the host country will assist the harvesting crew to secure the necessary replacement through the procedure established for securing tires for domestic users. In the United States, application would be made to the County AAA Chairman; in Canada, to the nearest Wartime Prices and Trade Board Office.



(Suggested Form A)

WAR FOOD ADMINISTRATION  
AGRICULTURAL ADJUSTMENT AGENCY

(State of origin)

\_\_\_\_\_  
Date

To the Immigration Officer for the Dominion of  
Canada at \_\_\_\_\_

Grain Harvesting Party No. \_\_\_\_\_

Sir:

You are hereby informed that the following persons are proceeding to  
Canada as one party to work as a grain harvesting crew. They shall  
not be admitted into Canada unless accompanied by machinery adequate  
for such work, and by the owner or lessee of such machinery.

\_\_\_\_\_  
Chairman, State AAA Committee  
for (Insert name of State)

A. Owner or lessee of harvesting machinery

1. Name
2. Address
3. Place of birth
4. Citizenship

Entering Canada at \_\_\_\_\_ Date \_\_\_\_\_



B. Name of first employer, or approximate point of first employment and description of equipment (necessary for gas ration and tire purchase)

1. First employer

- a. Name
- b. Address

2. Approximate point of first employment

- a. Province
- b. County
- c. Town

3. Trucks

- |                        |                        |
|------------------------|------------------------|
| a. Make                | a. Make                |
| b. Body type           | b. Body type           |
| c. Year made           | c. Year made           |
| d. Capacity            | d. Capacity            |
| e. Registration number | e. Registration number |

4. Number of passenger cars in party \_\_\_\_\_

5. Number of items of harvest equipment

- a. Tractors
- b. Combines
- c. Other equipment (describe)

C. Helpers

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at \_\_\_\_\_ Date \_\_\_\_\_

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at \_\_\_\_\_ Date \_\_\_\_\_

- 1. Name
- 2. Address
- 3. Place of birth
- 4. Citizenship

Entering Canada at \_\_\_\_\_ Date \_\_\_\_\_



(Suggested Form B)

WAR FOOD ADMINISTRATION  
AGRICULTURAL ADJUSTMENT AGENCY

\_\_\_\_\_  
Date

To any Branch of a Canadian Chartered Bank:

The Bearer, \_\_\_\_\_, a resident of the United  
States is in Canada as \_\_\_\_\_  
(Write in "laborer", "owner", or "lessee")  
accompanying harvesting machinery admitted into Canada under a special  
arrangement with the United States for an exchange of grain harvest  
workers and harvesting machinery. This form is to be retained by your  
Branch upon application by the bearer for the purchase of United States  
dollars, in an amount not to exceed his net earning while in Canada.  
The bearer enters Canada on \_\_\_\_\_ at \_\_\_\_\_.  
Date Port of Entry

His signature, appearing below, may be compared with the identification  
issued by the Immigration Service of the Dominion of Canada, which he  
should display upon request.

\_\_\_\_\_  
(Signature of State AAA Chairman)

\_\_\_\_\_  
(Address) State of origin

\_\_\_\_\_  
(Signature of bearer)

\_\_\_\_\_  
(Address)

